



GENERAL DIRECTORATE OF
STATE AIRPORTS AUTHORITY
REPUBLIC OF TURKEY

2019

AIRPORT CHARGES

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REV.01

**REPUBLIC OF TURKEY
GENERAL DIRECTORATE OF STATE
AIRPORTS AUTHORITY
(DHMI)**



**2019
DHMI AIRPORT CHARGES
REV.01**

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Date of Entry Into Force: This tariff shall enter into force as of 10.01.2019

Execution : This tariff is executed by DHMI.
The official text is in Turkish.
The text in Turkish will be taken as the basis in case of dispute.



2019 INTERNATIONAL LANDING AND PARKING CHARGES

1. CONTENT:

This tariff contains the charges for Turkish and foreign registered aircraft using Turkish International Airports operated by DHMI for landing, parking, approach and lighting services on their international flights.

2. CHARGES:

1st. Group of Airports: İstanbul Atatürk, Ankara Esenboğa, Antalya, İzmir Adnan Menderes, Muğla Dalaman, Muğla Milas Bodrum, Adana, Trabzon, Erzurum, Gaziantep, Kayseri and Hatay Airports.

2nd. Group of Airports: Bursa Yenişehir, Denizli Çardak, Diyarbakır, Elazığ, Erzincan, Isparta, Kapadokya, Kars, Konya, Malatya, Ordu Giresun, Samsun Çarşamba, Sinop, Van Airports and temporary border lines; Adıyaman, Ağrı, Amasya Merzifon, Balıkesir Koca Seyit, Batman, Bingöl, Çanakkale, Iğdır, Kahramanmaraş, Kastamonu, Kocaeli, Mardin, Muş, Siirt, Sivas, Şanlıurfa GAP, Şırnak, Tekirdağ Çorlu, Tokat, Uşak Airports and those to be opened to international air traffic within the year.

a. International Landing Charges:

	A	Landing Aircraft	
		B	C
Number of Landings (*)	Airports		
	1 st . Group	2 nd . Group	
(Euro / Tonne)			
1	0 – 500	7,14	4,44
2	501 – 1.000	6,84	4,24
3	1.001 – 2.000	6,43	4,03
4	2.001 – 4.000	6,12	3,83
5	4.001 and more	5,82	3,63

(*) Gradual discount rate specified at the chart above is implemented according to international number of landings conducted by air carriers on their international flights to all airports operated by DHMI within the year. Transition between the gradual discount rates are applied to flights conducted from the subsequent month in accordance with the number of landings. Number of landings are reset every year in December 31. Seasonal discount is not applied to the flights taken advantage of gradual landing discounts due to the number of landings.

b. International Parking, Approach and Lighting Service Charges:

	Parking (24 hours)		Approach (Including VFR)	Lighting
	A	B	C	D
Airports			(Per landing)	(Per landing or takeoff)
1 st . Group		2 nd . Group		
(Euro / Tonne)			(Euro)	
1	2,20	1,10	40	44

3. PRINCIPLES OF IMPLEMENTATION:

a. Landing and parking charges are calculated according to the maximum take-off weight / mass of the aircraft duly specified in the Registration Certificate and/or Noise Certificate. In the absence of subject documents Load and Trim Sheet is taken as reference. Tonne fractions are rounded to 1.000 kgs in the calculations.



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- b. Parking period begins with the aircraft touchdown and ends with the engine run-up permission. In case the parking period covers a duration equals to or less than 2 hours parking charge is not collected. Parking durations exceeding 2 hours shall be subjected to charge with reference to the landing time and for each 24 hours schedule landing fares as specified in Chart 2b shall be collected.

Although an aircraft accomplished all operations for departure and take-off permission was requested by aircraft, if the take-off is retarded by DHMI Air Traffic Control Unit no charges are implemented for this period of delay.

At the Istanbul Atatürk Airport through all year long whereas at the Antalya, Muğla Dalaman and Milas Bodrum Airports in between 01 May - 31 October for the second parking period exceeding 24 hours 100% surcharge fare and for each of the next rounds of parking periods 200% surcharge fare is implemented.

In case of parking of more than three days, 200% surcharge fare is implemented for the whole period of parking.

- c. At the airports open to international air traffic other than Istanbul Atatürk Airport for Scheduled/Non-Scheduled passenger aircraft in between the dates of January 1st - April 30th and November 1st – December 31st only 50% of landing charge is collected.
- d. 50% of the landing and parking charges are implemented at international airports except for İstanbul Atatürk International Airport to the aircraft which are commercial air carriers, but do not have traffic rights (i.e. no embarkation and disembarkation of passengers and loads); and which have only technical landing permission concerning refueling, customs procedures, replacement of flight team (crew) and flight team (crew) rest etc. Seasonal discount is not additionally applied for the services charged by 50% discount for technical landings. If the aircraft does not take off immediately after the technical problem is solved, and continues parking, the landing and parking charges are implemented with no discount.
- e. Lighting charge is implemented only for either landing or take-off according to seasons and visibility conditions when the lighting systems are in operation. In case of Turkish registered aircraft's, arrival or departure airport is international and has been issued with lighting services during both landing and take-off; international lighting fare is implemented. If there is only one direction of flight during the given lighting services, then the lighting services fare will be charged by the direction of flight (domestic / international flights). Lighting charges are calculated according to the landing-takeoff timing as registered in the ATC Tower recordings. (If subject to cash defrayal FPL is stipulative.)
- f. Turkish registered aircraft, returning from overseas, is charged with an international landing and approach fare at the first airport it arrives.
- g. No charge in this tariff is implemented to the aircraft, which visit Republic of Turkey only for the purposes of sports related to civil aviation, organizations related to festivals and et.al at international airports other than İstanbul Atatürk International Airport for the first 3 days provided that they are not engaged in commercial air transport and have permission from Directorate General of Civil Aviation. 25 % of this tariff schedule charges are implemented for the following days.
- h. No parking surcharges specified in article 3.b are applied to the aircraft, which are not permitted to take off by international and national, political, military and civil aviation authorities or court of justice, on the condition that suitable parking position is available at the airport and the aircraft park on the field specified by the Airport Authority during flight prohibition period.
- i. Landing, parking and other relevant charges determined by the related Military Forces Commanderships are implemented at the airports which are not operated by DHMI but Military Forces Commanderships. Landing, parking, lighting and approach charges for the flights to the above-mentioned airports are assessed in the departing airport according to the duration in the flight plan.
- j. Parking charge of the aircraft parking compulsorily due to the fact that their registry has been removed or without the intention and control of the operator they are not able to operate flight due to accident incidents such as fire is applied beginning from the incident till the date when the aircraft is towed away on condition that it is towed away by DHMI to a field not in use or outside the specified parking field within 30 days following the incident. 25 % of the charge is applied to the aircraft after it is towed away by DHMI to a field not in use or outside the specified parking field within 30 days. When calculating the parking



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fare, other discounts and increments of the tariff are not considered. DHMI is authorized to remove the aircraft or have it removed provided that the charge of removal is collected from the aircraft owner or operator company in the event that the aircraft is not removed in 6 months' time latest after the legal procedures are completed (the date notified by Directorate General of Civil Aviation is taken as the basis).

- k. Aircraft which due to meteorological reasons or any malfunctioning of the airport systems / services have to land at another airport than the originally planned airport, are charged according to the tariff. However, if later on continued to the planned airport, 50% of the landing charges (approach, landing and lighting) are applied at the airport where the flight is finalized and the airport of first landing.
- l. If the aircraft are subjected to cash payment, the aircraft are allowed to take off in coordination with Air Traffic Management Division / Unit after the payment in cash.
- m. In case of more than one discounts that reduces the unit price in the tariff, only the discounts having the highest amount in proportion is applied.
- n. Charging is based on the flight purpose as indicated in the permission obtained from Directorate General of Civil Aviation.
- o. Parking inside and outside the Hangar

1) Private hangars;

Inside the Hangar:

- Operator of the private hangar shall not be charged for the parking fare for their aircraft.
- The parking fare for aircraft belonging to other real or legal person is charged.

Outside the Hangar:

If the apron area in front of the hangar is allocated to the hangar lessee and leases have been paid and was built by lessee;

- Operator of the private hangar shall not be charged for the parking fare for their aircraft.
- The parking fare for aircraft belonging to other real or legal person is charged.
- All the aircraft parked by the hangar operator inside or on the private apron in front of the hangar, the allotted area built by the hangar lessee, shall be separately reported to DHMI by the hangar Operator every day. The reports of the hangar operator are checked and verified by the relevant DHMI Authorities.

The special clauses in the lease regarding to parking, if any, shall be implemented.

2) Technical maintenance hangars and private hangars with maintenance authority;

Inside the Hangar;

- Aircraft of the leasing company and/or the founding company shall not be charged with parking fares.
- Aircraft belonging to other real or legal persons parked for maintenance and repair (Engine and engine running tests, controls cannot be performed inside the hangar, awaiting repair part, and such circumstances) shall not be charged with parking fares.
- Aircraft belonging to other real or legal persons parked for purposes other than maintenance and repair shall be charged with parking fares.

Outside the Hangar:

If the apron area in front of the hangar is allocated to the hangar lessee and leases have been paid and was built by lessee;

- Aircraft of the leasing company and/or the founding company shall not be charged with parking fares.
- Aircraft parked for maintenance and repair (Engine and engine running tests, controls cannot be performed inside the hangar, awaiting repair parts, and such circumstances) shall not be charged with parking fare.
- Aircraft which have been maintained and repaired, awaiting maintenance and repair parts, including the ones whose maintenance has been completed but continue to park inside or outside the hangar



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all shall be separately reported to DHMI by the hangar operator every day. The reports of the hangar operator are checked and verified by the relevant DHMI Authorities.

- The reported aircraft that await maintenance and repair, belonging to real or legal persons, which are not maintained or repaired, and/or following the completed maintenance and repairs still continue to park inside or outside the hangar shall be charged with parking fare for the whole of the parking period starting from the landing date.
The special clauses in the lease regarding to parking, if any, shall be implemented.

p. The charges are not implemented on the conditions indicated below:

- (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
- (2) Aircraft carrying Heads of States on their official visits,
- (3) To the aircraft belonging to our national state establishments and organizations,
- (4) Aircraft declared as exempt from the charges by the Ministry of Transport and Infrastructure,
- (5) Aircraft returning to the airport of departure (parking charge is implemented in case of parking period exceeds 24 hours from the landing time),
- (6) For the period of time that Aircraft are not able to take off due to meteorological reasons or any malfunction on the airport systems / services,
- (7) For flights performed for exercise or of testing the aircraft (on the condition of prior notice to the airport authority and when both departure and arrival airports are the same),
- (8) Aircraft landing due to emergency disease on board,
- (9) Aircraft bringing military aid material to Republic of Turkey,
- (10) Foreign military aircraft on condition of reciprocity.

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are defrayed according to DHMI Collection of Revenues Bylaw.
- b. If domestic air carriers rent foreign registered aircraft to carry their passengers, then fares would be paid to DHMI by the domestic air carrier.
- c. If the arrival and departure airlines are different from each other; approach, landing and arrival lighting fares are collected from the arriving company, parking and departure lighting fares are collected from the departing company.
- d. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- e. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.



2019 PASSENGER SERVICE CHARGES

1. CONTENT:

This tariff contains the charges for the use of airport facilities and services provided within the Terminals to the departing passengers.

2. CHARGES:

a. International Charges:

	Airports	International Charges		International Flights Security Charges
		A	B	C
		January 1 st to April 30 th and November 1 st to December 31 st	May 1 st to - October 31 st	January 1 st - December 31 st
		Euro		
1	Adana, Erzurum, Gaziantep, Hatay, Kayseri, Trabzon	3,75	7,50	3,00
2	Adıyaman, Ağrı, Amasya Merzifon, Balıkesir Koca Seyit, Batman, Bingöl, Bursa Yenişehir, Çanakkale, Denizli Çardak, Diyarbakır, Elazığ, Erzincan, Iğdır, Isparta, Kahramanmaraş, Kapadokya, Kars, Kastamonu, Kocaeli, Konya, Malatya, Mardin, Muş, Ordu Giresun, Samsun Çarşamba, Siirt, Sinop, Sivas, Şanlıurfa GAP, Şırnak, Tekirdağ Çorlu, Tokat, Uşak, Van Airports and those to be opened to international air traffic within the year	3,00	6,00	1,00

c. Domestic Charges:

	Airports	Domestic Charges
		B
	A	TL
1	Adana, Diyarbakır, Erzurum, Gaziantep, Kayseri, Samsun-Çarşamba, Trabzon, Van	7,95
2	Adıyaman, Ağrı, Balıkesir Koca Seyit, Batman, Bursa Yenişehir, Denizli Çardak, Elazığ, Erzincan, Hatay, Iğdır, Kahramanmaraş, Kapadokya, Kars, Konya, Malatya, Mardin, Muş, Ordu Giresun, Sivas, Şanlıurfa GAP, Şırnak	5,30
3	Amasya Merzifon, Balıkesir Merkez, Bingöl, Çanakkale, Çanakkale Gökçeada, Hakkari Yüksekova, Isparta, Kastamonu, Kocaeli, Siirt, Sinop, Tekirdağ Çorlu, Tokat, Uşak and those to be opened to air traffic within the year	2,65



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3. PRINCIPLES OF IMPLEMENTATION:

- a. For each departing passenger domestic or international passenger service fare is collected in regard to the direction of the departure without taking into consideration whether the flight is connected or not.
- b. International security charge is collected for each departing passenger going abroad as provided in table 2.a
- c. Charges are calculated based on the Load and Trim Sheet or other related documents submitted to DHMI by the air carriers or ground handling companies with which they have an agreement.
- d. In case of more than one discounts that reduces the unit price in the tariff, only the discounts having the highest amount in proportion is applied.
- e. Passenger service charge related to the flights conducted from / to the airports operated not by DHMI but by Military Forces Commanderships is invoiced and taken at the airport of arrival based on the number of passengers determined by the related Military Forces Commanderships.
- f. The charges are not implemented on the conditions indicated below:
 - (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
 - (2) Passengers of the aircraft carrying Heads of States on their official visits,
 - (3) To the passengers flying by the aircraft of our national state establishments and organizations,
 - (4) Passengers of the aircraft declared as exempt from the charges by Ministry of Transport and Infrastructure,
 - (5) Passengers of the aircraft returning to the airport of departure and then departing again,
 - (6) Passengers of the aircraft which makes technical landing (even if they make entrance to the Republic of Turkey)
 - (7) To those passengers of the aircraft that land the planned DHMI airport or the departure DHMI airport after landing to another airport due to meteorological reasons or any drawbacks arisen from the system/services as provided by the subject airport
 - (8) Passengers of the foreign military aircraft on condition of reciprocity,
 - (9) Foreign passengers with diplomatic status on their official visits on the condition of reciprocity,
 - (10) Passengers under or at the age of 2,
 - (11) Flight crew (pilot, flight engineer, cabin crew and technician) and back-up crew as enlisted by the air carriers.
 - (12) For the flight crew either to take over the aircraft in afterwards of the intended flight or to hand over the aircraft while going to/coming from any assigned flight by pass tickets.

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- b. Passenger service and security fares are paid to DHMI by air carriers.
- c. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- d. This constituent of yield though exempt from VAT in compliance with the article 13 of Law No.3065, in regard to the General Communique of VAT No.113, is duly subject to charge of VAT in case the total passenger service fare belonging to the passengers travelling by each aircraft happen to be below 100 TL. If the amount of exemption changes, this change will automatically be implemented as required.



2019 CHARGES FOR SAFETY MEASURES AGAINST AIRCRAFT FIRE

1. CONTENT:

This tariff contains the charges related to the safety measures against aircraft fire provided by the Airport Rescue and Fire Fighting (ARFF) unit along with fire brigade crew and vehicle for the aircraft landing on or departing from the airports operated by DHMI.

2. CHARGES:

	Aircraft	International Flights	Domestic Flights
	A	B	C
		(Euro / Hour)	(TL / Hour)
1	Between 1 - 6 Tonnes	41	88
2	Over 6 Tonnes	75	182

3. PRINCIPLES OF IMPLEMENTATION:

- Safety measure service is compulsorily for the aircraft refueling when passengers on board.
- Charges for safety measures are collected according to the flight destination (domestic / international) of the domestic airline companies.
- When the safety measure is provided for the first time full charge is defrayed. In case the provision of service exceeds an hour, for each additional 30 minutes half of the fare specified in the subject chart is implemented.
- The charges on Column C are implemented to the aircraft with foreign registration leased by public institutions following their first entrance to Turkey provided that permission was taken from Directorate General of Civil Aviation.
- The charges are not implemented on the conditions indicated below:
 - For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
 - Aircraft carrying Heads of States on their official visits,
 - To the aircraft belonging to our national state establishments and organizations,
 - Foreign military aircraft on condition of reciprocity,
 - Aircraft declared as exempt from the charges by Ministry of Transport and Infrastructure,
 - Aircraft to which safety measures service is provided in case of emergency.

4. PAYMENT:

- The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- The amounts less than 100. - TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.



2019 CHARGES FOR FOLLOW-ME SERVICE

1. CONTENT:

This tariff contains the charges for follow-me services provided to the aircraft and vehicles at the Runways, Aprons and Taxiways (RTA) areas of Airports operated by DHMI.

2. CHARGES:

a. For Aircraft:

	A	International Flights		Domestic Flights	
		Between 1 - 6 Tonnes	Over 6 Tonnes	Between 1 - 6 Tonnes	Over 6 Tonnes
		B	C	D	E
		(Euro)		(TL)	
1	İstanbul Atatürk Airport	7	37	17	32
2	Other Airports	5	21	15	24

b. For Vehicles:

	Vehicles	Airports open to international air traffic	Other airports (including temporary border lines)
		B	C
	A	(TL)	
1	Per vehicle	69	35

3. PRINCIPLES OF IMPLEMENTATION:

a. **SHY-22 Airports Ground Handling Services Bylaw** along with **Follow-me and Marshalling Services Directive** clauses are applied within the context of this tariff.

b. Follow-me service is compulsory for security at the RTA areas as follows:

- (1) For the aircraft carrying inflammable, flammable and explosive material at RTA areas and for the vehicles loading / offloading these aircraft.
- (2) For the vehicles with temporary special apron license plate which will reach to the aircraft passing through critical points upon the instruction of the airport authority.

c. The charges are not implemented on the conditions indicated below:

- (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
- (2) Aircraft carrying Heads of States on their official visits,
- (3) To the aircraft belonging to our national state establishments and organizations,
- (4) Non-commercial land vehicles owned by public institutions,
- (5) Foreign military aircraft on condition of reciprocity,
- (6) Aircraft declared as exempt from the charges by Ministry of Transport and Infrastructure,
- (7) Aircraft which are non-commercial air carriers and visit Republic of Turkey only for the purposes of sports related to civil aviation,
- (8) Funeral vehicles and ambulifts.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.

b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.

c. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No. 3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.



2019 CHARGES FOR THE EXTENSION OF AIRPORT OPERATING HOURS

1. CONTENT:

This tariff contains the charges applied to the aircraft operating flights out of working days / hours of the airports regarding the extension of airport operating hours and / or opening the airports operated by DHMI.

2. CHARGES:

		International	Domestic
	A	B	C
		(Euro)	(TL)
1	Airports	264	674

3. PRINCIPLES OF IMPLEMENTATION:

- a. In addition to landing and parking charges, another charge for the “extension of operating hours” is also taken from each air carrier which requests and / or utilizes the extension if the airport is requested to be opened out of the working days / hours as announced on the website of DHMI, www.dhmi.gov.tr, in case of delay, additional flight or as an alternate airport even though the aircraft does not land.
- b. Implementation principles related to the Airport Operating Hours on DHMI web site (www.dhmi.gov.tr) are taken as basis for the requests for the extension of airport operating hours.
- c. For a performed flight;
 - (1) If the airport is closed during either arrival or departure, the charge mentioned in the tariff will be collected.
 - (2) If the airport is closed during both arrival and departure, 100% surcharge of the fare mentioned in the tariff will be collected.
 - (3) If the time period that elapses between arrival and departure is more than 3 hours and if during this period the airport is closed, 150% surcharge of the fare mentioned in the tariff will be collected.
- d. If the flight (landing / take off) which was previously planned / reported for the hours that the airport was closed but realized when it was open, charge at the tariff chart will be collected.
- e. If the planned / reported hours are different than the actual flight hours, for each exceeding hour an additional 10% of the charge mentioned in the tariff will be collected. When calculating the exceeding time, one hour and less than one hour is assumed as an hour.
- f. If the cancel request of the extension of airport operating hours is declared after the airport operation has started 100% surcharge of the fare mentioned in the tariff will be collected.
- g. Charge for the extension of the operating hours for international flights is applied to the aircraft departing from or arriving at an airport abroad.
- h. A single charge is taken from the airline which requests the extension in the event that more than one aircraft which belong to that airline utilize the same extension period.
- i. Charging is based on the flight purpose as indicated in the permission obtained from Directorate General of Civil Aviation.
- j. The charges are not implemented on the conditions indicated below:
 - (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
 - (2) Aircraft carrying Heads of States on their official visits,
 - (3) Aircraft carrying military aid material to Republic of Turkey,
 - (4) To the aircraft belonging to our national state establishments and organizations,
 - (5) Aircraft declared as exempt from the charges by Ministry of Transport and Infrastructure,
 - (6) Foreign military aircraft on condition of reciprocity,
 - (7) Aircraft returning to the airport of departure upon the request of official authorities or due to technical reasons,
 - (8) Aircraft which are not able to take off (limited to the flight prohibition period) or returned to the airport of departure due to meteorological reasons or any malfunction on the airport systems / services,
 - (9) Aircraft landing due to disease causing midair emergency on board,



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(10) No charge is taken for the extensions due to delays or operational failures related to security, customs procedures and official operations.

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- b. If domestic air carries rent foreign registered aircraft to carry their passengers, then fares would be paid to DHMI by the domestic air carrier.
- c. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- d. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.



2019 CHARGES FOR PASSENGER BOARDING BRIDGE SERVICES

1. CONTENT:

This tariff contains the charges for the passenger boarding bridge, 400 Hz power, air conditioning services (PCA) and sanitary facility (water) services provided by DHMI to the aircraft utilizing passenger boarding bridges at the terminal buildings and the airports operated by DHMI in line with the Airports Passenger Boarding Bridges Management Directive.

2. CHARGES:

	Maximum Takeoff Weight	Passenger Boarding Bridge (30 Minutes)		400 Hz Power (Per Minute)		PCA (Per Minute)		Water (Per flight)	
		A	B	C	D	E	F	G	H
		Domestic (TL)	International (Euro)	Domestic (TL)	International (Euro)	Domestic (TL)	International (Euro)	Domestic (TL)	International (Euro)
1	0-50 Tonnes	83	34	3	1,20	1,2	0,40	36	13
2	51-75 Tonnes	113	44						
3	76-106 Tonnes	137	56						
4	107-152 Tonnes	182	73			2,05	0,60	54	21
5	153-212 Tonnes	261	105						
6	213-300 Tonnes	309	124						
7	301 Tonnes and more	344	140						

3. PRINCIPLES OF IMPLEMENTATION:

- a. Passenger Boarding Bridge Services fares are calculated according to the maximum take-off weight as specified in the Registration Certificate and/or Noise Certificate. In the absence of subject documents Load and Trim Sheet is taken as reference. Fractions of take-off weights are rounded up to 1000 kg.
- b. Charges taking place in the tariff are collected as either domestic or international depending on the direction of the aircraft.
- c. The duration for passenger boarding bridge service begins with aircraft parking and ends with push-back from the bridge.
- d. The duration for passenger boarding bridge service is maximum 2 hours. The charge increases by 25 % per each half an hour exceeding 2 hours.
- e. The charge for passenger boarding bridge is calculated on half-hour charge basis per half an hour as specified in the chart. If the duration is less than half an hour, half an hour is charged. If the duration exceeds an hour, no charge is applied to first 15 minutes after an hour.
- f. 70 % of the charge for passenger boarding bridge is implemented to the aircraft landing due to technical problems, or returning from take-off point to the bridged aircraft parking stand, or blocking the bridge due to technical failure occurring while leaving the bridge by push-back.
- g. 50 % of the charge for passenger boarding bridge is applied to the aircraft which are non-commercial air carriers and visit Republic of Turkey only for the purposes of sports related to civil aviation, but which do not embark / disembark cargo or passenger, and the aircraft with the same qualities which land due to technical problems although the arrival point is not Republic of Turkey.
- h. 25 % of the charge for the passenger boarding bridge per hour is implemented for the period before the scheduled time to the aircraft using the bridge when it is available.
- i. The charges for 400 Hz power and air conditioning services (PCA) provided at the passenger boarding bridge are implemented according to the duration of service used.



2019 CHARGES FOR PASSENGER BOARDING BRIDGE SERVICES

- j. The duration for 400 Hz power service and PCA begins when the system is connected to the aircraft and ends with the disconnection. The charge for the service of 400 Hz power and PCA increases by 50 % increment if the aircraft uses two cables.
- k. 400 Hz power system, water system and PCA are allocated to the ground handling company by DHMI, and the charges are applied for the service provided. The charges are also applied even if the services are not provided by DHMI but from elsewhere regarding to 400 Hz power system, water system and PCA.
- l. The charges are not implemented on the conditions indicated below:
 - (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
 - (2) Aircraft carrying Heads of States on their official visits,
 - (3) To the aircraft belonging to our national state establishments and organizations,
 - (4) Foreign military aircraft on condition of reciprocity,
 - (5) Aircraft declared as exempt from the charges by Ministry of Transport and Infrastructure,
 - (6) Passenger Boarding Bridge fare to any aircraft that could not take off due to meteorological conditions or in case the RWYs are closed to air traffic for any reason for a duration exceeding 2 hours,
 - (7) For the exceeding period if the aircraft exceeds the waiting duration of 2 hours as connected to the passenger boarding bridge having accomplished all procedures and asked for take-off permission to start the engines but granted no permission by the ATC Tower in return.

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- c. If the arrival and departure airline is different, the company that owns the departure flight number will be charged with the bridge fare.
- d. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.



2019 CHARGES FOR GROUND HANDLING SERVICES

1. CONTENT:

This tariff contains the charges to be paid to DHMI in return for the services to be operated by the ground handling companies which have working licenses A, B or C, and the air carriers, which operate international flights and perform the ground handling services permitted in the **Airports Ground Handling Services Bylaw (SHY-22)** for themselves, and the air carriers, which perform the ground handling services for another air carrier in special cases that are permitted in the same Bylaw and the companies which have **SHY-145** certificate of authority and which perform aircraft line maintenance.

2. CHARGES:

a. Charges for Passenger Aircraft:

	Seat Capacity	Mandatory Services				Aircraft Line Maintenance	Flight Operation	Catering Service	Representation, Supervision and Administration
		Passenger Services	Load Control and Communication	Ramp	Cargo and Mail				
		(Euro)							
1	1 - 50	7	2	8	3	4	6	3	6
2	51 - 100	17	2	23	10	6	6	5	6
3	101 - 150	39	4	47	20	6	6	10	6
4	151 - 200	49	4	60	27	11	6	16	6
5	201 - 250	67	7	77	33	16	6	21	6
6	251 - 300	77	7	94	39	21	6	23	6
7	301 - 350	87	7	103	50	24	6	27	6
8	351 and more	99	8	123	53	28	6	31	6

b. Charges for Cargo Aircraft:

	Maximum Takeoff Weight / Mass (Tonnes)	Mandatory Services			Aircraft Line Maintenance	Flight Operation	Representation, Supervision and Administration
		Load Control and Communication	Ramp	Cargo and Mail			
		(Euro)					
1	1 - 25	2	11	5	4	6	6
2	26 - 50	3	27	12	5	6	6
3	51 - 75	4	61	26	13	6	6
4	76 - 100	5	73	32	16	6	6
5	101 - 150	6	93	40	21	6	6
6	151 - 200	7	103	50	23	6	6
7	201 - 300	8	120	51	28	6	6
8	301 and more	9	153	66	33	6	6

3. PRINCIPLES OF IMPLEMENTATION:

- The provisions of “**Airports Ground Handling Services Bylaw (SHY-22)**” are valid for implementation of this tariff. The amendments will be implemented in case of any change on **Airports Ground Handling Services Bylaw (SHY-22)** during the year.
- Passenger aircraft are classified by seat capacity and cargo aircraft are classified by maximum take-off weight. Tonne fractions regarding maximum take-off weight of cargo aircraft are rounded up to 1000 kg.
- 50 % of the charges in the table 2.a. for passenger aircraft is applied between the dates of January 1st – April 30th and November 1st – December 31st at all of the airports except for İstanbul Atatürk Airport.



2019 CHARGES FOR GROUND HANDLING SERVICES

- d. To national air carrier companies 50% (one side) of the fares in tariff chart 2a and 2b applied for the flights conducted from domestic to international and international to domestic. (One side application is implemented additionally to the seasonal discounts involving in certain date intervals within this tariff.)
- e. No charge for passenger services is applied if both the arrival and departure flights are without passengers. With regard to one side operations, if there is no passenger on board in an international flight no charge for passenger service shall be implemented.
- f. Full charge of service specified in the table is applied since it is assumed that the entire service is provided if any of the ground handling services that are mandatory (ramp, passenger services, load control and communication, cargo and mail) is performed partially.
- g. 4.- € per tonne is paid to DHMI for the cargo (excluding post and passenger baggage) carried by passenger aircraft and cargo aircraft for the services of embarking, disembarking and transporting on the apron. It is rounded up to the next whole tonne if the tonne fractions are 500 kg or above in total per month. (The discounts peculiar to specific periods of this tariff are not applied.)
- h. 2 % of the invoice amount drawn up for the air carriers is taken from the Aircraft Private Security and Control agents. (The discounts peculiar to specific periods of this tariff are not applied)
- i. From the aircraft making technical landing without disembarking passenger and cargo no passenger fare is charged whereas 50% ramp fare is charged and full fares are charged for all other compulsory service types.
In case aircraft passengers are disembarked to transit lounge 50% of the passenger services fares in chart 2a are collected.
After the reason causing the technical landing is resolved aircraft not taking-off are charged by fares without any discount.
Seasonal discounts are not additionally applied for the services charged by 50% discount for technical landings.
- j. The aircraft carrying only baggage are regarded as cargo aircraft.
- k. Charging for technical landings is based on the flight purpose indicated in the permission taken from Directorate General of Civil Aviation
- l. The caterings delivered on domestic flights for the next international flights of Air carriers whose headquarters are in Turkey are charged in the airport where caterings purchased.
- m. The charges are not implemented on the conditions indicated below:
 - (1) In the event that ground handling services are provided free of charge by the companies to the aircraft carrying aid material in case of natural disasters, humanitarian aid, search and rescue and etc upon the instruction of Ministry of Transport and Infrastructure,
 - (2) In the event that ground handling companies provide service free of charge to the aircraft declared as an exception upon the instruction of Ministry of Transport and Infrastructure,
 - (3) For the ground handling services which will be given to the aircraft returning from take-off point to aircraft parking stand or returning to the airport of departure pursuant to takeoff upon the request of official authorities,
 - (4) For the service if the air carriers which have working licenses perform the representation, supervision and administration; aircraft special security service and control; flight operation, aircraft line maintenance, load control and communication services for their own aircraft wholly or partially,
 - (5) Aircraft landing due to emergency disease on board,
 - (6) Foreign military aircraft on condition of reciprocity,
 - (7) Aircraft line maintenance and flight operation charges of the aircraft carrying Heads of States on their official visits,
 - (8) Fares to be disbursed to airport management in return for ground services to be performed in regard to domestic flights.

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- b. The charges in this tariff are paid to DHMI by the persons and / or agents providing ground handling services.
- c. For international flights; airline companies authorized to provide aircraft line maintenance services to their own aircraft and conduct flight operations by their own aircraft through taking operations licence if happen



2019 CHARGES FOR GROUND HANDLING SERVICES

to provide subject services to another air carrier in line with the special cases stated in SHY-22 bylaw, the service charge is accrued and invoiced to the air carrier providing the service whereas on condition that the subject services be provided by a maintenance company duly authorized in compliance with the bylaw of SHY-145 concerning Approved Aircraft Maintenance Companies, the service charge is accrued and invoiced to the company having the license of approval.

- d. In case arrival/departure airline company is different, and if different ground handling services company provides services to the arrival and departure of airline company, separate invoices are arranged for the company provided service for arrival and departure.
- e. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- f. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT. However, cargo services are exempt from VAT in accordance with the Article 17 of VAT Law No. 3065.



**2019 CHARGES FOR CHECK-IN / TRANSIT COUNTERS, KIOSK
AND INFORMATION DESKS**

1. CONTENT:

This tariff contains the charges for the allocation of check-in / transit counters, check-in kiosk and information desks at the airports operated by DHMI.

2. CHARGES:

a. Charges for Check-in - Transit Counter:

		Permanent Allocation (For 30 flights per month)	Temporary Allocation (Per Hour)
	A	B	C
TL			
1	Check-in - Transit Counter	459	15
	Equipped with CUTE system	858	30

b. Charges for Check-in Kiosk and Qmatic:

	A	B
(T L / Month)		
1	*Kiosk -Check-in Kiosk	540
2	*Qmatic	144

*Extra charge will be implemented to the areas that are not allocated with them.

c. Charges for Information Desks:

	Information Desks	Per Hour	Per Week	Per Month	Per Year
	A	B	C	D	E
(T L)					
1	For each Desk	29	506	1.330	13.992

3. PRINCIPLES OF IMPLEMENTATION:

- a. In case check-in and transit counter allocations exceed the first duration of 2,5 hours for the excess period, 50% surcharge of Check-in Transit Counter (temporary allocation) fares is applied.
- b. Time periods less than half an hour are rounded up to half an hour.
- c. Request for temporary check-in and transit counter allocations are made to DHMI authority at least one hour prior to the desk opening through signing up the form.
- d. Duration for temporary counter allocations;
 - (1) At the terminals with electronic scales;
 - (a) Begins with the delivery of an electronic scale and ends when the key of the scale is delivered to DHMI authority at the check-in counters.
 - (b) Begins with the docking of the aircraft to the boarding bridge or parking, and ends when the key of transit lounge is delivered to DHMI authority at transit counters.
 - (2) At the terminals with no electronic scales; begins with counter opening and ends when the related air carrier or ground handling company inform DHMI that the counter is closed, and sign the form.
- e. The charges for temporary allocations are implemented to the companies to which pre-check-in desks and ticket sale desks are allocated.
- f. Except for ground handling companies who possess a ground handling licence for passenger services, it is obligatory for the air carriers to get a ground handling license to perform their passenger services for permanent counter allocations.



2019 CHARGES FOR CHECK-IN / TRANSIT COUNTERS, KIOSK AND INFORMATION DESKS

- g. In regard to permanent counter allocations for each service exceeding 30 times per month, temporary horary allocation fare is applied as specified in the tariff.
- h. Only the company to which the desks are allocated can use them in case of permanent allocations. However, the desks may be allocated temporarily to other agencies by DHMI for a certain sum when available.
- i. Air Carriers with only domestic working license are charged 50% of the Charges for Check-in - Transit Counter,
- j. The agencies which open temporary check-in counters without permission of DHMI are charged threefold of current fare.
- k. The charge of electricity used for devices and systems such as electronic scales, computers, monitor etc. at the counters are included in the charges.
- l. "Share For General Expenses(SFGE) not charged from Counters, kiosks and reception boards.

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- c. VAT is included in the charges.



2019 CHARGES FOR AERONAUTICAL INFORMATION SERVICES (AIS) PUBLICATIONS

1. CONTENT:

This tariff contains the charges for Aeronautical Information Services (AIS) publications issued and distributed by DHMİ.

2. Charges for AIS Publications:

		Domestic price	International price	
Publications		(*)	Region A	Region B
A		B	C	D
(Euro)				
1	Web based AIP	110	110	110
2	AIP Volume I (with binder)	110	130	150
3	AIP Volume II (with binder)	110	130	150
4	Hard copy a. AIP Amendments (AIRAC AMDT) b. AIP Supplements (SUP) c. AIC's d. NOTAM Summaries and check lists	<i>(Annual Subscription)</i>		
		215	240	270
		<i>(01.07 – 31.12, Subscription for 6 months)</i>		
5	AIP Turkey on CD (annual subscription included)	110	125	140
		<i>(01.07 – 31.12, Subscription for 6 months)</i>		
6	AIP Turkey CD (only the latest publication)	175	190	200
		90	100	110
7	AIP Turkey CD (only the latest publication)	25	30	30
<i>(Extra Copies Required)</i>				
7	Ring binder (AIP Vol I)	30	35	40
8	Ring binder (AIP Vol II)	30	35	40
9	Air Navigation Charts (ATS, RNAV)	11	13	17
10	Terminal Area Chart (**)	0,50	1,50	2,50
11	STAR / SID Chart (**)	0,50	1,50	2,50
12	Aerodrome Chart (**)	2	3	4
13	Airport Obstacle Chart (**)	5	6	7
14	Approach and Landing Chart (**)	One sided	0,40	
		Two sided	0,80	

(*) Turkish Republic of Northern Cyprus is included in the column B.

I. Region "A" *All European Countries and Neighboring Countries* (Iran, Iraq, Syria, Lebanon, Jordan, Egypt, Southern Cyprus, Azerbaijan, Turkmenistan, Uzbekistan, Kazakhstan, Kyrgyzstan Tajikistan, Armenia and Georgia)

II. Region "B" Other Countries.

(**) Per page for each aerodrome. It should be indicated the chart of which Aerodrome and RWYs you request.



2019 CHARGES FOR AERONAUTICAL INFORMATION SERVICES (AIS) PUBLICATIONS

3. PRINCIPLES OF IMPLEMENTATION:

- a. AIS Publications are sent on request. (Domestic and International)
- b. Delivery is made by means of post or by hand after the payment. The charges for domestic and international mail are included in the tariff. However, the payment is made by the person who requests delivery of AIS Publications by express mail service or cargo.
- c. The cost of postage for the exchange of AIS Publications is determined by mutual agreement AIS Amendments.
- d. DHMI is not responsible for postal loss or delay.
- e. AIS publications and amendments are issued based on the conditions and facilities of DHMI.
- f. Annual subscription for aeronautical publications on CD and paper copies begins on January 1st , and the subscription for 6 months begins on July 1st , and both subscription periods expire on December 31st . Web based AIP subscription (on the net) is valid for a year as of when the payment is received and when the user name and password are allocated.
- g. Subscription must be renewed up to December 31st latest. However, the publications issued are posted to the subscribers till March 31st in order to prevent the problems due to delays even if the subscription fare is not received. Subscriptions made by the subscribers shall be cancelled in case due payment not deposited until the subject date.
- h. Invoices will be sent after the payment.
- i. The charges are not implemented to the institutions indicated below (limited to stocks):
 - (1) Non-commercial public corporations which provide service at all civil and military airports in Republic of Turkey and Turkish Republic of Northern Cyprus (TRNC), and TRNC Aviation Association,
 - (2) National and international organizations which deal with civil aviation and air transport publications,
 - (3) Foreign institutions whose offer for free exchange of publications is accepted by DHMI

4. PAYMENT:

- a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
- b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
- c. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.